

SAPC - 18663
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19 August 1957

MEMORANDUM FOR: Project Security Officer

SUBJECT : Separation Briefing of Contract Pilots Regarding
Explanation of U-2 Time as Reflected in Their Forms 5.

1. Pursuant to our recent discussion on subject matter, I am listing below those questions our drivers are likely to encounter upon reinstatement in the Air Force and what I consider to be permissible answers. These suggested answers are in line with our unclassified and classified cover stories as well as certain news releases which we have issued:

Q. What is the altitude capability of the U-2?

A. 55,000 feet.

Q. What is its maximum speed limitation?

A. Approximately [redacted]

Q. What is its maximum range?

A. About 2,000 miles.

Q. For whom did you fly it?

A. On loan from AF to Lockheed to NACA - active duty w/o pay - paid \$833 per month by LAC.

Q. Where did you fly the U-2?

A. Edwards AFB, [redacted] and Germany - TDY from IG Office, D.C.

Q. What was the purpose of the flights?

A. Upper atmosphere research for Joint USAF, AEC, AWS, NACA Project.

Q. Does it carry cameras?

A. No.

Q. Why so much secrecy and security?

A. [redacted]

2. These questions may arise, as the subject title of this memorandum infers, when Project-acquired U-2 time is admitted to an individual's Form 5. Now that the Air Force acknowledges having the U-2 and operating it with Air Force pilots, some of the aura of mystery previously surrounding the aircraft has been dispelled. Consequently, our drivers, upon reinstatement in the USAF, should give the impression that they are talking freely of the U-2 (in reality they will be continuing security by quoting false capabilities of the aircraft and by dividing sponsorship of the U-2 program between several different Government agencies).

3. Your concurrence and/or comments are respectfully requested.

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Project Case Officer